

Il-476 / Il-76MD-90A

DATA FOR 2023 (standard update)

Il-476 / product 476 / Il-76MD-90A

★★★★

Transport aircraft. A deep modernization of the Il-76MD transport aircraft, the Il-76MD-90A, was developed by the Ilyushin Design Bureau together with the Aviastar Aviation Plant Design Bureau (Ulyanovsk). According to unconfirmed reports, preliminary development of the modernization project was underway in the late 1980s and early 1990s. The decision to transfer Il-76 production from Tashkent (Uzbekistan) to Russia at the Aviastar Aviation Plant in Ulyanovsk was made in 2006 ( [source](#) ). Development of the Il-76MD-90A was generally completed by spring 2009. During 2009, it was planned to sign a contract for the production of a series of 6 Il-476 aircraft for India. During 2010, it was planned to build a prototype of the aircraft for endurance testing at TsAGI, and in 2011 to begin serial production of the Il-476.

Construction of the first flying prototype "01-02" began in the second half of 2009. In November 2009, a contract was signed between OAO UAC-TS and the Russian Ministry of Industry for "implementation of work on a modernized version of product 476." The tests of the aircraft were planned to begin in 2012. In the first half of 2010, the media reported plans to complete the construction of a prototype by July 2011, and a sample for static tests in October 2011. As of April 2011, all efforts were focused on the construction of the flight model "01-02" - the first flight of the aircraft was postponed to the beginning of 2012, but unofficial sources at the aircraft plant "Aviastar" named a more realistic date - October-November 2012.

In 2011, as previously planned, the construction of the "01-01" aircraft for static endurance tests was completed and the aircraft was transferred to TsAGI in early October 2011. Testing of the sample for static tests was postponed to 2012 and their completion was planned for the spring of 2012.

Construction of the first flight aircraft "01-02" was completed in December 2011 - the rollout took place on 15.12.2011. The first flight of aircraft 01-02 was expected in April 2012. On July 5, 2012, the Il-476 (No. 01-02) was rolled out again - the aircraft was transferred to the plant's flight test station. Now the aircraft's first flight was expected in August-September 2012. As of August 1, 2012, the aircraft is again in the plant's assembly shop. By August 23, 2012, the aircraft systems debugging was completed, the aircraft was again moved to the flight test station of the Aviastar plant.

The name "Il-476" is not official.



Il-76MD-90A in Air Force livery arrived in Ramenskoye, 30.01.2013 (photo - Alexey Mikheev, <http://www.take-off.ru> ).

Author: [DIMMI](#)

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DATA AS OF 2023 (standard replenishment)

An-124 / An-124-100 "Ruslan" / product 400 - CONDOR

★★★★

Heavy transport aircraft. Developed by the Antonov Design Bureau (now the Antonov State Enterprise, Ukraine), chief designer - P.V. Balabuev. After information appeared about the development of the wide-body heavy transport aircraft C-5A Galaxy in the USA, the CPSU Central Committee and the Council of Ministers of the USSR in Resolution No. 564-180 of July 21, 1966 "On the main directions of development of aviation equipment and weapons for 1966-1970" set the task of creating transport aircraft with a carrying capacity of up to 100-120 tons. In pursuance of this Resolution, the Kiev Mechanical Plant (later the Antonov Design Bureau, now the Antonov State Enterprise) began developing designs for a new aircraft.

In 1967, the technical design "122" was presented, which was a development of the An-22. Three years later, the design bureau presented preliminary designs for two more aircraft: the four-engine An-124 (carrying capacity of 120 tons) and the six-engine An-126 (carrying capacity of 140 tons). In February 1972, a decision was made to implement the "124" project. It provided for the transfer of almost the entire range of equipment and weapons of the Ground Forces, Air Force, Air Defense, and even the Strategic Missile Forces. In terms of estimated transport potential, the An-124 project exceeded the American C-5A Galaxy by 25% ( [source](#) ).

As a result, the creation of a heavy transport aircraft was started to support large-scale operations of the USSR Airborne Forces, as well as to transport missile systems of various purposes, including the Pioneer IRBM and the Topol ICBM. The first flight of the An-124 prototype was made on December 24, 1982 in Kiev. Serial production began in 1984 at the Antonov Design Bureau in Kiev and was later deployed in Russia at the Ulyanovsk aircraft plant (ZAO Aviastar-SP). In January 1987, the aircraft was accepted into service with the military transport aviation of the USSR Air Force and began to be delivered to units.

Serial production in Russia was carried out at ZAO Aviastar-SP in Ulyanovsk until 2004. In February 2006, preparations began to resume serial production of the aircraft at OAO Aviastar, but by the summer of 2006 the program was frozen. A total of 56 aircraft were built during this entire period. The An-124 set 30 world records for payload, altitude with commercial payload, speed and flight range.

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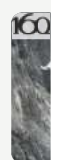
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In the West, before its first public display, the project was known as "An-40 CONDOR". By default, the An-124 / An-124-100 data is given.



An artistic rendering of the transport of the Pioneer MRBM on an An-124 (Soviet Military Power, 1980s).

Author: [DIMMI](#) Created: 11.02.2012 22:58:39 Comments: [14](#) [READ THE FULL ARTICLE >](#)

II-112

DATA FOR 2017 (standard update)  
II-112 / II-112V / II-112T  
★★★★

Military transport aircraft / light transport aircraft. The project development was started by the Ilyushin Design Bureau in the first half of the 1990s (probably in 1993). The aircraft is intended to replace the mass-produced An-26 transport aircraft. The first version of the project envisaged the creation of a passenger version of the aircraft. To create the II-112, JSC II-Bashkiria was created and the program was to be financed with proceeds from the sale of Bashkir oil. Serial production of the aircraft was planned to be organized at the Kumertau APO from 1994 (with its partial re-profiling by reducing the capacity involved in the production of Kamov helicopters). These plans were not realized.

Second life. In January 2000, the design of the II-112 began. Completion of the design was expected during 2000, but funding was not organized and the work was suspended. In December 2004, the aircraft model and draft design were presented to the Russian Ministry of Defense. The aircraft was developed using the Ilyushin Design Bureau's own funds, and the project was then included in the state defense procurement plan and the arms procurement program until 2015. However, in August 2010, the aircraft's customer, the Russian Ministry of Defense, suspended funding and suggested that the developers (Ilyushin Aircraft Corporation) find extra-budgetary funds to create four prototypes of the II-112. In May 2011, the Russian Ministry of Defense decided to abandon the military transport version of the II-112 and purchase seven [An-140](#) cargo aircraft. On July 20, 2011, assembly of the first prototype of the II-112V military transport aircraft at VASO was stopped.

Third Life. In 2013, the Russian Ministry of Defense changed its mind and on 20.12.2013 it was [announced](#) that a contract would be signed with UAC in 2014 to develop the II-112V. The contract amount is 7.9 billion rubles. Plans were announced to purchase 62 aircraft and the first deliveries are scheduled for 2017. On 14 May 2015, Interfax reported that a decision had been made to reduce the first order for the military transport II-112V. Later in 2015, information appeared about an order for 35 aircraft ( [source](#) ). The contract was expected to be signed in the second quarter of 2015. Deliveries are planned to begin in late 2018 - early 2019 (adjusted to 2019, [source](#) ).

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Model of the Il-112V at the MAKS-2009 exhibition, 21.08.2009 (photo - Allocator, <http://commons.wikimedia.org> ).

Author: [DIMMI](#)

Created: 10.01.2013 14:38:15

Comments: [6](#)

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## Il-106 / PAK TA

**DATA FOR 2015 (standard update)**

**Il-106 / PAK TA (project)**



Prospective aviation complex of transport aviation / military transport aircraft. The project is being developed by the Ilyushin Design Bureau using the developments in the Il-106 transport aircraft project. In some sources and the media, the aircraft is called the "Il-106". R&D on the creation of the aircraft presumably began in 2013. Also on 08.07.2013, JSC "AC im.S.V.Ilyushin" announced a competition for the provision of a bank guarantee in the amount of 354.4 million rubles for the fulfillment of the JSC's obligations under the State Contract with the Ministry of Defense of Russia for the development of a technical design for a heavy long-range military transport aircraft and a mock-up of the crew cabin ( [source](#) , [source](#) ).

As of March 2014, the requirements for the aircraft have not yet been formed, but the first possible configuration options have already been obtained as a result of the first tests. In 2014, TsAGI and the Myasishchev Design Bureau were also working on the aircraft project together with the Ilyushin Design Bureau.

In November 2015, the general designer of the Ilyushin Aircraft Company Nikolai Talikov announced the completion of the aircraft design by 2022-2023 ( [source](#) ).



The supposed ancestor of the Il-90/PAK TA is the Il-106 aircraft at the preliminary design stage in 1987, photo - JSC "AK im.S.V.Ilyushin" ( [source](#) ).

Author: [DIMMI](#)

Created: 17.05.2014 08:57:34

Comments: [4](#)

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## An-178

**DATA AS OF 2015 (standard replenishment)**

**An-178**



Short-range military transport aircraft. The aircraft is being developed by Antonov State Enterprise (Kiev, Ukraine, General Designer - Dmitry Semenovich Kiva) based on the An-158 passenger aircraft. Development began in 2010 (the order to begin development was signed on February 5, 2010, officially announced by the Antonov State Enterprise press service on February 23, 2010). The aircraft is planned to replace the An-12 type military transport aircraft - according to forecasts by Antonov specialists, the potential market for the aircraft may be about 800 units within 10-12 years. The maximum production capacity of Antonov State Enterprise is estimated at 12 aircraft per year ( [source](#) ). In 2010, it was planned to expand the assembly of An-178 aircraft, including in Russia (53% share in the project), but the decision on the participation of the United Aviation Corporation (UAC) in the project was never made. On November 29, 2010, it was reported that a preliminary design for the aircraft had been developed. Testing was planned to begin in 2013.

Assembly of the fuselage of the first prototype aircraft was completed in July 2014. Completion of aircraft assembly was planned for the end of 2014. Ground tests of the aircraft began in November 2014. Russian-made components were used in the assembly of aircraft #001. Aircraft #001 was rolled out of the workshop on April 16, 2015. Assembly of aircraft #002 began in November 2014 and its fuselage had already been manufactured as of April 22, 2015.

The first flight of the An-178 aircraft No. 001 was performed on May 7, 2015 at the Antonov State Enterprise Gostomel airfield. The flight lasting 1 hour was

performed by the Antonov State Enterprise test crew consisting of: test pilot 1st class Andrey Spasibo – crew commander, test pilot 1st class Hero of Ukraine Sergey Troshin – co-pilot, lead test engineer Nikolay Sidorenko ( [source](#) ).



The first flying An-178 in Ukrainian Air Force livery, aircraft number 197 UR-EXP, June 5, 2015 (photo - Vasily Koba, <http://spotters.net.ua> ).

Author: [DIMMI](#)

Created: 10.05.2015 00:48:59

Comments: [27](#)

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## An-70

### DATA AS OF 2014 (standard replenishment)

An-70



Short takeoff/landing transport aircraft. Development of the aircraft project was started by Antonov ASTC / P.O. Box A-3395 (Kiev) in 1987 based on the Resolution of the CPSU Central Committee and the USSR Council of Ministers dated 23.07.1984 No. 797-173, the Order of the MAP dated 20.08.1984 No. 378, as well as the Resolution of the CPSU Central Committee and the USSR Council of Ministers dated 20.05.1987 No. 587-132 and the Order of the MAP dated 01.07.1987 No. 340 and the decision of the Military-Industrial Complex of the USSR Council of Ministers dated 10.02.1989 No. 44. The Customer (military unit No. 25966-A) and the Contractor (ANTK) signed contract No. 91078 on 16.05.1989, according to which experimental design work was carried out on the topic of "Creation of the An-70 aircraft (1st flight copy, copy for static tests, copy for fatigue tests)". The aircraft was intended to replace the mass-produced An-12 transport aircraft in military transport aviation (MTA) units.

On June 24, 1993, the Governments of Russia and Ukraine signed an agreement on further cooperation in ensuring the creation, joint serial production and supply of the An-70 military transport aircraft and its civil transport version An-70T with D-27 engines into operation. This agreement designated the Ministries of Defense of Ukraine and Russia as the Customers. On August 23, 1993, the parties signed the Agreement Protocol to contract No. 91078 dated 16.05.1989 on continuation of work on creation of the aircraft and production within one month of correction of the performance statement and recalculation of the cost of works under the contract. By joint decision it was determined that implementation of experimental design work on the aircraft since 1992 is carried out under separate contracts of ANTK im. OK Antonov with Customers.

The first flight of the prototype took place in Kiev on December 16, 1994. In total, as of 2012, two prototypes of the An-70 were built, but the first of them was lost in 1995. Beginning in 2002, the Russian Ministry of Defense showed its interest in the aircraft creation program. Due to complaints in 2010, the An-70 test program was suspended and modernization of the aircraft began.



An-70, tail number UR-NTK, in new paint, Kiev, Gostomel airfield, 04/09/2013 (photo - Vitaly Nesenyuk, <http://russianplanes.net/id103720> ).

Author: [DIMMI](#)

Created: 06.10.2011 08:12:57

Comments: [21](#)

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## II-214 / MTS - MRTA / MTA

**DATA FOR 2014 (standard update)**

**II-214 / SVTS / MTS - MRTA / MTA (Multi-role Transport Aircraft)**

★★★

Medium military transport aircraft (MMA) / multifunctional transport aircraft (MTA). The II-214 / MTA project is being developed by the Ilyushin Design Bureau. In 2009, the preliminary design of the aircraft was prepared for defense. On September 9, 2010, HAL and UAC (United Aircraft Corporation) signed a basic agreement on the joint creation of the MTA aircraft (the initial protocol was signed on June 6, 2001). The cost of creating the aircraft is estimated at USD 600 million. The first flight of the MTA at the time of signing the agreement is expected in 2017, serial production is planned to begin in 2019. In Russia, the aircraft is planned to be manufactured at the Irkut Scientific and Production Corporation (Irkutsk).

On May 28, 2012, in Bangalore, HAL and UAC (United Aircraft Corporation) signed a general contract for the design of MTA aircraft, which are planned to be supplied to the Indian Air Force, the Russian Air Force and for export. The production of aircraft in both Russia and India is planned to be organized with the help of the joint Russian-Indian venture Multirole Transport Aircraft Limited (MTAL). It is assumed that the Russian Air Force will accept 100 MTAL aircraft into service, the Indian Air Force will accept 45 aircraft to replace [the An-32](#), and the remaining 60 MTAL will be exported. In total, it is planned to build 205 MTAL aircraft.

The contract for the first stage of aircraft development from MTAL was received by UAC and HAL on October 12, 2012. At the opening of the DefExpo-2014 exhibition on February 6, 2014, it was announced that the release of the first prototype of the aircraft is planned for 2018-2019. In 2019, accordingly, the release of the second prototype is planned and from 2020 it is planned to begin serial production of the aircraft. In total, there are plans to produce about 200 aircraft jointly with India for the Russian Air Force (100 units), India (45 units) and for export ( [source](#) ).





Poster with MTA aircraft at Aero India-2013 exhibition. 10.02.2013 ( <http://livefist.blogspot.ru> ).

Author: [DIMMI](#)

Created: 30.05.2012 15:41:32

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## An-140 / An-140-100

### DATA AS OF 2013 (standard replenishment)

An-140

An-140-100

★★★

Cargo-passenger aircraft. Development of the aircraft was started by Antonov ASTC (Kiev, Ukraine) in 1993. Chief Designer - Sergey Merenkov (as of 2013 at least). The aircraft is intended to replace the mass-produced An-24 and An-26 cargo-passenger aircraft. In 1994, a decision was made to manufacture An-140 aircraft at the following plants: KSAMC (Kharkov, Ukraine), Aviakor (Samara, Russia) and HESA (Iran). The An-140 made its maiden flight on September 17, 1997. It has been serially produced by the Kharkov Aviation Plant (Kharkov) since 1999 (production of the first serial aircraft by KSAMC).

In 2003, the An-140-100 modification makes its maiden flight in Kyiv (Ukraine). May 28, 2005 - the maiden flight of the aircraft produced by the Samara aircraft plant "Aviakor" (Russia) - An-140 serial No. 05A001. On December 23, 2009, contract No. 329/3/195-EOZ was signed between the Russian Ministry of Defense and the Aviakor aircraft plant for the supply of 1 An-140 aircraft for the Russian Air Force (fulfilled by the delivery of aircraft serial No. 11A002). On April 24, 2011, a second contract was signed for the supply of 9 more aircraft for the Russian Air Force during 2011-2013. Under this contract, the first aircraft made its maiden flight on May 17, 2012 (serial No. 12A015). In addition, at the end of 2011 or in the first half of 2012, another contract was signed for the supply of An-140 aircraft for the Russian Navy aviation - the first (or only?) aircraft under this contract made its maiden flight on November 8, 2012. Thus, in 2012, the Aviakor aircraft plant produced 2 aircraft for the Russian Air Force and Navy by mid-December 2012, although at the beginning of the year the plant announced plans to supply 6 An-140 in 2012.

In a presentation on the aircraft, which was shown at a meeting of the working group of the Ministry of Industry and Trade of Russia on November 19, 2012, the following problems associated with its production were noted:

- lack of streamlined serial production (reasons - outdated machine tools, lack of qualified personnel, standardization of technological processes only by 60%, the current labor intensity of aircraft production is 3.5 times higher than serial production);
- lack of right and possibility to modify the design by the Russian aircraft manufacturer;
- problems with suppliers - monopoly, inflated prices, low resources;
- underdeveloped system of technical maintenance and after-sales support;

As a result, relatively high cost of both production and ownership, long manufacturing period are noted.

At the meeting, measures were proposed to solve the above problems within 3-5 years.

By default, the data of the An-140-100 aircraft.



Factory testing of An-140-100 serial No. 13A009 for the Russian Navy, Samara, photo taken no earlier than 1 and no later than 3 November 2013 (photo - Vivan755, <http://russianplanes.net/id123817> ).



The second of nine An-140 ordered for the Russian Air Force, registration No. RA-41259, Samara, March 2013 (photo - Vivan755, <http://russianplanes.net/id103951> ).



(C) cemichael.livejournal.com Michael Hohryakov (photo ID845077) RussianPlanes.NET  
 The first An-140-100 of the Russian Air Force, board No. RA-41254, Ramenskoye, 12 August 2012 (photo - Mikhail Khokhryakov, <http://russianplanes.net/id84507> ).



An-140-100 Russian Air Force, board No. RA-41254, MAKS-2011, 19.08.2011 (photo by Denis Fedorko, <http://russianplanes.net> ).

Author: [DIMMI](#)

Created: 31.12.2011 18:52:15

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### An-50 (project)

**DATA FOR 2012 (needs updating)**

**An-50 (project)**



Project of a passenger experimental aircraft. Developed by OKB Antonov on the basis of the turboprop An-24RV in 1972. Performance characteristics calculated.





Model of the An-50 aircraft, State Flight Academy of Ukraine, Aviator Culture Center, Kirovograd, 20.03.2009 (photo by Anatoly Uvarenko, <http://forum.spotters.net.ua> ).

Author: [DIMMI](#)

Created: 10.01.2012 23:28:00

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## An-32 - CLINE

**DATA AS OF 2011 (standard replenishment)**

**An-32 - CLINE**



Transport aircraft. Developed by the Antonov Design Bureau based on the An-26 transport aircraft. Made its maiden flight on July 9, 1976. Produced and is produced by the Kiev Aviation Plant (Ukraine), including as of 2010-2011. The main purpose of the aircraft is to transport cargo on short- and medium-haul routes, including in high-altitude and hot climate conditions.



An-32 of the Indian Air Force, flight number K2707, Zhulyany Airport, Kiev, Ukraine, 19.09.2011 (photo by Vasily Koba, <http://www.airliners.net> ).

Author: [DIMMI](#)

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